

KACHEMAK DRIVE PATH COMMITTEE

Minutes

Dec.16 meeting

Meeting called to order 5:15 p.m.

Present - Bumpo Bremicker, Beth Cummings, Capt. Joe Litchfield, Dave Clemens, Dave Brann, Ingrid Harrauld, Lynn Burton

Due to budget constraints the committee will no longer have paid staff available. We will use the recording system to record our meetings and take minutes.

After reading and discussing by-laws for the Parks and Recreation Advisory Commission, Chair Bremicker appointed Lynn Burton, Joe Litchfield and a member of the cycling club as members to the Kachemak Drive Path Committee

Pending business

We decided to list ideas for the Mission Statement on a wall chart. Discussion followed with each member offering a suggested Mission Statement.

The Committee decided on the following statement with the idea it could be changed in the future as more information becomes available.

“To explore the feasibility of and to plan a safe non-motorized path along Kachemak Drive. The path to connect East End Road to the Spit Road.”

Discussion was held about whether to include “keeping in mind property owner’s rights” It was generally agreed that the committee would be doing that and it didn’t need to be part of the actual mission statement.

The second portion of the Pending Business was to determine what “The Committee was established to”:

1. establish feasibility of creating a path
 - a. determine trail focus/goal
 - b. determine concerns of the community
 - c. research right of ways
2. communicate with land owners
 - a. identify and involve stake holders
 - b. make sure property owners are given respect about their property
 - c. determine how land would be needed, i.e. width of path
 - d. 3. Communicate with the community at large
 - a. use knowledge and experience of Parks and Rec. Commission
 - b. use knowledge and experience of community members
4. Safety
5. To develop a strategic plan
 - a. long term maintenance

- b. parking
- c. address community concerns
- d. Park and Recreation Commission involvement / approval
- 6. Communicate with government agencies
- 7. Financing
 - a. desire to try to fund locally
 - b. concerns about involving state and federal funding, i.e. TRAAK and ADA compliance
- 8. Education, trail should educate and promote safety of all user groups

It was decided a brainstorming session on trail type and location was in order.

Suggestions included:

- 1. a multi-use trail with separation from the road
 - a. even a separated trail raises safety concerns with who has right of way
 - b. surface could be paved or smooth crushed gravel
- 2. trail could be a combination of separated trail and widened shoulder
 - a. divide total path into sections
 - b. tackle planning and development section by section
- 3. extend path from existing bike lane on Airport Road
 - a. follow wooded section along west side of airport
 - b. connect to section line, go north to East End Road in area of Redden Marine
 - c. follow section line east to Kachemak Dr. in area of Boat Yard
- 4. Create a widened shoulder
- 5. Start with a bank of willing property owners
- 6. No path
- 7. Use already established Right of Ways
- 8. North vs. South side of road, utilize both sides in different areas

Discussion included comments about land owners and their property rights, an emphasis on bike and pedestrian safety, the need for signage. It was noted Prescriptive Easements (Right of Way) along the road go from the middle of the road to the middle of the ditch so there isn't much, if any, room for a trail. It was also suggested that the path/trail be funded locally as much as possible, concerns expressed about restrictions and timelines when State or Federal funding used.

Approximately ten minutes was used to review maps and possible trail options.

Comments from the audience:

Speaker said Kachemak Drive may not be a legal road and doesn't meet current road standards. He felt the cost of building and maintaining a path/trail would be prohibitive, especially across wetlands. He wondered where the money would come from. He felt there were a number of inherent impossibilities.

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Speaker said the Spit bike path was an issue, that standard universal signs were needed. Sign could address etiquette, who has the right-of-way etc. Related to Kachemak Drive, he noted a variety of landowners would be involved including private, city, borough, state. He also mentioned the need to be aware of the "Critical Habitat" designation on much of the wetlands. Connections to the Jack Gist Park, the Cottonwood Horse Park and the Calvin and Coyle Trail were also offered as possibilities.

Meeting adjourned at 7:08 p.m. Next meeting, January 6, 2011 at 5:30, Council Chambers

Agenda

- Trail location options-utilizing maps
- Connection options-utilizing maps
- Design options based on proposed locations